

Message Text

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ACTION IO-10

INFO OCT-01 EUR-12 NEA-09 ISO-00 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 EB-07 INR-07 NSAE-00 FAA-00 L-02

SCCT-01 SY-04 SS-15 NSC-05 USSS-00 AF-06 ARA-06 EA-06

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R 111837Z FEB 75

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 6600

INFO AMCONSUL MONTREAL

AMEMBASSY LONDON

AMEMBASSY TEL AVIV

FAA BRUSSELS

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E. O. 11652: N/A

TAGS: PINS, EAIR, ICAO, FR

SUBJECT: ICAO COUNCIL MEETING ON ORLY INCIDENTS

REF: (A) STATE 22355, (B) STATE 27906, (C) STATE
27945.

1. WE MADE DEMARCHE FEB. 7 TO MME. LA BATUT, ICAO
DESK OFFICER IN INTERNATIONAL ORGANIZATIONS SECTION
OF FOREIGN MINISTRY, SEEKING SUPPORT FOR US PROPOSALS
IN ACCORDANCE REF A INSTRUCTION. WE LEFT WITH HER A
COPY OF US NOTE (REF B), AS WELL AS DOCUMENT WE HAD
PREPARED FOR MINISTRY'S CONVENIENCE QUOTING VARIOUS
PROVISIONS OF ANNEXES 17 AND 9 WHICH US IS PROPOSING
BE UPGRADED. (COMMENT: NEITHER EMBASSY NOR MME.
LA BATUT COULD FIND IN ANNEX 4-- "AERONAUTICAL
CHARTS"--REFERENCE TO PROPOSED CHANGES CITED REFS A
AND B. IS REFERENCE TO ANNEX FOUR CORRECT?)

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2. WE ALSO INQUIRED WHETHER GOF PLANNED TO INFORM
ICAO COUNCIL OF RECENT MEASURES THAT HAD BEEN TAKEN

TO STRENGTHEN SECURITY AT PARIS AIRPORTS; WE NOTED THAT DEPT. HAD BEEN VERY INTERESTED TO LEARN OF THESE NEW MEASURES AND BELIEVED THAT THERE WOULD BE SIMILAR INTEREST AMONG OTHER MEMBERS OF ICAO.

3. MME. LA BATUT SAID THAT US PROPOSALS WOULD BE REFERRED TO OTHER INTERESTED SERVICES WITHIN GOF (E.G., SGAC, INTERIOR) FOR COMMENT, PENDING WHICH OF COURSE FOREIGN MINISTRY COULD NOT VENTURE ANY OFFICIAL REACTION. THIS BEING SAID, HOWEVER, HER PERSONAL AND INITIAL REACTION REFLECTED SOME SKEPTICISM, DESPITE OUR EFFORTS AT REBUTTAL. FOR INSTANCE:

A) MOST COUNTRIES ALREADY APPLY ICAO "RECOMMENDATIONS" AS STANDARDS. REBUTTAL: IF SO, THEN IT SHOULD BE ALL THE EASIER TO OBTAIN AGREEMENT ON FORMALITY OF UP-GRADING. GOF SHOULD HAVE NO PROBLEM SUPPORTING SINCE ITS OWN CIVIL AIR SECURITY STANDARDS WERE NOW SO HIGH. CONCERN EXPRESSED TO US IN PAST BY SECURITY STAFF AT SGAC OVER ACCESS TO STERILE CONCOURSES AT PARIS AIRPORTS BY TRANSIT PASSENGERS NOT PROPERLY SCREENED ON EMBARKATION ELSEWHERE IN EUROPE--E.G., SPAIN--SUGGESTED THAT, ON THE CONTRARY, ICAO NORMS WERE NOT ALL THAT WIDELY APPLIED AND IT WAS IN GOF'S OWN INTEREST TO SEE THAT APPLICABILITY OF THESE NORMS WAS UPGRADED TO DIMINISH RISK OF IMPORTATION OF TERRORISM TO FRENCH AIRPORTS.

B) UPGRADING TO REQUIRE COMPLIANCE WITH STANDARDS COULD CAUSE HARDSHIP TO SMALLER, POORER COUNTRIES WITH SMALL AIRPORTS. REBUTTAL: WHERE IS THE EVIDENCE? MOREOVER, SMALLER, LESS ACTIVE AIRPORTS WERE AS EXPOSED TO TERRORIST ATTACKS AS THE LARGER AIRPORTS, AND US AS WELL AS FRENCH CARRIERS SERVED SOME SMALL, OUT-OF-THE-WAY PLACES IN THE WORLD.

C) SHE INDICATED THAT GOF WOULD REPORT TO ICAO COUNCIL ON ONLY INCIDENTS SINCE THIS WAS REQUIRED BY ICAO PROCEDURES, BUT SHE WAS ENTIRELY NON-COMMITTAL ON WHETHER GOF WOULD ALSO REPORT ON MEASURES TAKEN THEREAFTER TO TIGHTEN AIRPORT SECURITY. SHE WAS DOUBTFUL, FOR EXAMPLE, THAT INTERIOR MINISTRY LIMITED OFFICIAL USE
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WOULD BE AGREEABLE TO PROVIDING "DETAILS" OF THESE MEASURES. REBUTTAL: MEASURES IN QUESTION WERE ANNOUNCED PUBLICLY BY INTERIOR MINISTER AT A PRESS CONFERENCE AND WIDELY REPORTED IN PRESS. THERE WAS NO QUESTION OF SEEKING ELICIT ANY FURTHER "DETAIL" THAT GOF MIGHT CONSIDER TO BE OF A CLASSIFIED NATURE. HOWEVER, THERE WOULD CLEARLY BE INTEREST IN SUCH MEASURES WITHIN ICAO COMMUNITY AND MANY MEMBERS MIGHT BE ABLE TO PROFIT FROM FRENCH EXPERIENCE, INCLUDING THE "SMALLER, POORER" MEMBERS WHOSE

EMBASSIES IN PARIS MIGHT BE LESS WELL STAFFED AND LESS DILIGENT THAN OUR OWN IN REPORTING WHAT APPEARED IN THE FRENCH PRESS.

4. IN SUM, MME. LA BATUT HELD OUT NO PROMISE THAT GOF WOULD SUPPORT OUR INITIATIVE AND SHE DOUBTED THAT

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COMMENT WOULD BE RECEIVED FROM OTHER INTERESTED SERVICES IN TIME FOR FOREIGN MINISTRY TO GIVE US GOF RESPONSE MUCH BEFORE MARCH 5 MEETING OF ICAO COUNCIL. AS PARTING SHOT, WE EXPRESSED HOPE THAT GOF WOULD AT LEAST SEE WISDOM OF SUPPORTING PROCEDURAL STEP OF REFERRING US PROPOSALS TO COMMITTEE ON UNLAWFUL INTERFERENCE' WHERE EXPERTS FROM FRANCE AND OTHER MEMBERS ON THAT COMMITTEE COULD THEN STUDY MEASURES IN MUCH GREATER DETAIL.

5. COMMENT: WE SUSPECT THAT MME. LA BATUT'S VISCERAL REACTION REFLECTS CONTINUING SENSITIVITY ON FRENCH SIDE TO ANYTHING THAT SMACKS OF US PRODDING ON ICAO SECURITY MEASURES, DATING BACK PERHAPS TO THE LONG HISTORY OF OUR THEN UNSUCCESSFUL EFFORTS TO BRING FRANCE TO ADHERE TO THE MONTREAL CONVENTION AND TO SUPPORT OUR INITIATIVES AT THE ROME CONFERENCE. WE
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RECALL A RECENT INSTANCE WHEN MME. LA BATUT, RESPONDING TO AN INFORMAL QUERY ON WHEN THE GOF MIGHT RATIFY THE MONTREAL CONVENTION, REMARKED THAT THE GOF "MIGHT CHANGE ITS MIND IF YOU AMERICANS KEEP ON NAGGING US; THE REMARK COULD HAVE BEEN HALF-FACETIOUS, BUT BY THE SAME TOKEN IT COULD WELL HAVE BETRAYED A DEEPER SENTIMENT. ON THE PART OF SGAC SECURITY STAFF TOO, FOR EXAMPLE, WE SOMETIMES DETECT A LITTLE LATENT RESENTMENT, A BRIDLING AT ANYTHING THAT MIGHT LEND ITSELF TO INTERPRETATION THAT THE GOF IS IN ANY WAY "ACCOUNTABLE" TO US IN THE CIVAIR SECURITY FIELD OR THAT IT SHOULD DEFER TO OUR OWN EXPERIENCE AND WISDOM. (AT THE SAME TIME, THE SGAC ON ITS OWN FREQUENTLY DOES COME TO US FOR ADVICE AND WITH REQUESTS FOR TECHNICAL INFO FROM FAA.) IN SUM, THE GOF IS COMING AROUND MORE TO OUR WAY OF THINKING ON HOW TO DEAL WITH CIVAIR SECURITY PROBLEMS, AS EVIDENCED BY THE CHANGE IN POSITION THAT HAS RESULTED IN THE DECISION TO ADHERE TO THE MONTREAL CONVENTION. HOWEVER, THE FRENCH DO HAVE THEIR QUIRKS AND THEIR PRIDE AND WILL COME ALONG AT THEIR OWN PACE, WHICH PERHAPS THE RECENT ORLY INCIDENTS HAVE QUICKENED. IT COULD BE COUNTER-PRODUCTIVE IF WE TRY TO GET THEM TO QUICKEN THAT PACE.
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